

# Section 8

## 2002 Speed-Related Crashes

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### **Note:**

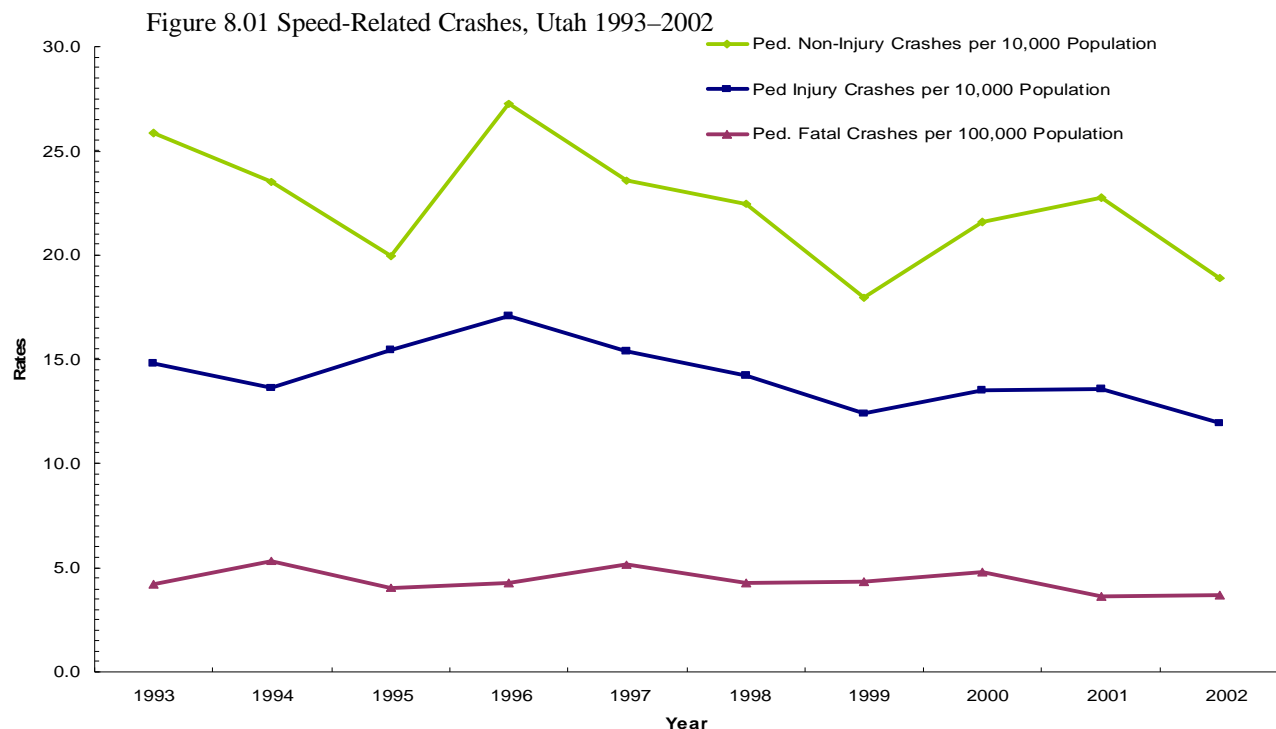
A crash was defined as speed-related if a driver was cited for “speeding” or if “speed to fast” was marked as a contributing factor.

# Speed-Related Crashes 1993 - 2002

For the past nine years, the speed-related injury crash rate per million vehicle miles traveled has remained fairly constant, while the trends for total crashes and fatal crashes varied from year to year (Table 8.01 and Figure 8.01). A crash was defined as speed-related if a driver was cited for "speeding" or if "speed to fast" was marked as a contributing factor. In 2002, total speed-related crashes decreased 10.9% from 2001. However, the number of fatal speed-related crashes increased by 7.5% from 2001.

Table 8.01 Speed-Related (S-R) Crashes, Utah 1993-2002

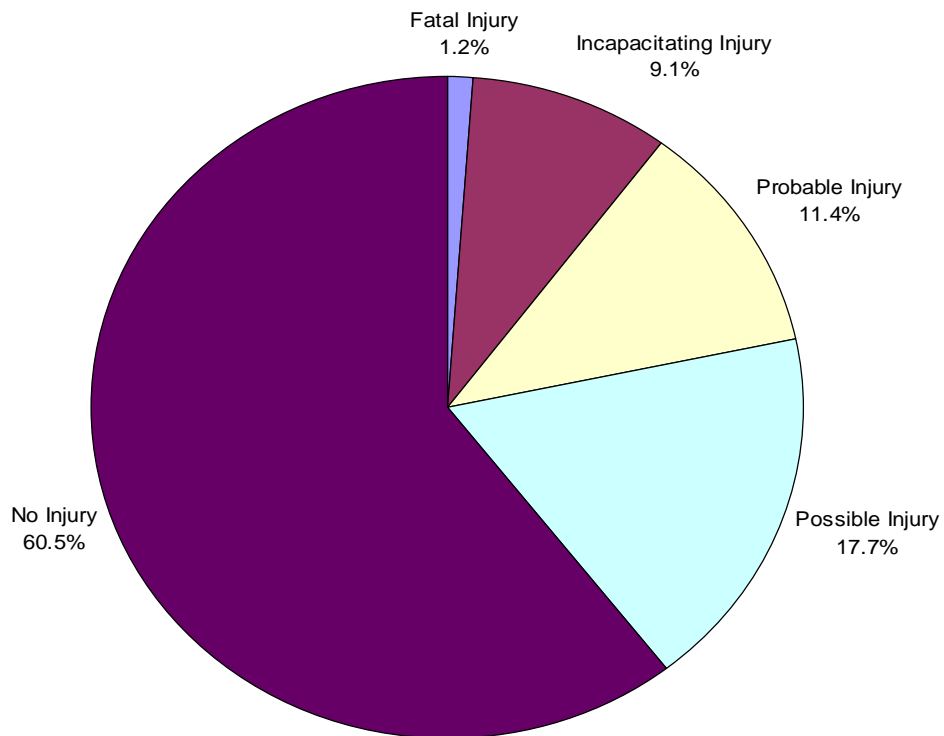
Year	S-R Non-Injury Crashes Rate per 10,000		S-R Injury Crashes Rate per 10,000		S-R Fatal Crashes Rate per 100,000		S-R Total Crashes Rate per 10,000	
	Number	Population	Number	Population	Number	Population	Number	Population
1993	4,889	25.9	2,796	14.8	80	4.2	7,765	41.1
1994	4,582	23.5	2,658	13.7	104	5.3	7,344	37.7
1995	3,980	19.9	2,912	15.4	80	4.0	6,972	34.9
1996	5,565	27.2	3,322	17.1	87	4.3	8,974	43.9
1997	4,823	23.6	3,151	15.4	105	5.1	8,079	39.5
1998	4,717	22.5	2,981	14.2	90	4.3	7,788	37.1
1999	3,836	18.0	2,652	12.4	92	4.3	6,580	30.8
2000	4,687	21.6	2,934	13.5	104	4.8	7,725	35.6
2001	5,037	22.7	3,003	13.6	80	3.6	8,120	36.6
2002	4,379	18.9	2,770	11.9	86	3.7	7,235	31.2



# Speed-Related Crash Severity

Figure 8.02 shows the breakdown of speed-related crash severity. The percentage of speed-related crashes (39%) that resulted in an injury was similar to the percentage (37.2%) for all motor vehicle crashes (see Figure 1.03). The percentage of fatal speed-related crashes (1.0%) was higher than for all motor vehicle crashes (0.5%).

Figure 8.02 Severity of Speed-Related Crashes as Reported by Police, Utah 2002 (n=7,235)



# Speed-Related Crashes

The rates of total speed-related crashes, injury crashes and fatal crashes for each county are shown in Table 8.02. There are two different rates given; one based on the miles traveled in the county, and another on the population of the county. The top three counties for total speed-related crashes based on million vehicle miles traveled were Wayne, Wasatch, and Sevier. The top three counties for speed-related injury crashes were Wayne, Sevier, and Iron. Sanpete, Rich, and Wasatch had the highest rates of speed-related fatal crashes per million vehicle miles traveled.

Table 8.02 Speed-Related (S-R) Crashes by County, Utah 2002

County	S-R Non-Injury Crashes			S-R Injury Crashes			S-R Fatal Crashes			S-R Total Crashes		
	Rate per		Population	Rate per		Population	Rate per		Population	Rate per		Population
	Number	MVMT		Number	MVMT		Number	MVMT		Number	MVMT	
Beaver	49	20.3	78.6	40	16.5	64.2	0	0.0	0.0	89	36.8	142.8
Box Elder	137	14.1	31.4	100	10.3	22.9	2	2.1	0.5	239	24.6	54.7
Cache	218	26.3	22.8	114	13.8	11.9	2	2.4	0.2	334	40.3	35.0
Carbon	32	9.2	15.9	20	5.8	10.0	0	0.0	0.0	52	15.0	25.9
Daggett	7	25.5	73.5	3	10.9	31.5	0	0.0	0.0	10	36.4	105.0
Davis	288	12.5	11.5	173	7.5	6.9	5	2.2	0.2	466	20.2	18.6
Duchesne	22	10.9	14.9	21	10.4	14.2	0	0.0	0.0	43	21.2	29.1
Emery	48	12.9	45.5	41	11.0	38.9	2	5.4	1.9	91	24.5	86.3
Garfield	13	9.4	27.8	9	6.5	19.3	1	7.3	2.1	23	16.7	49.2
Grand	23	7.9	27.1	29	10.0	34.2	3	10.3	3.5	55	18.9	64.8
Iron	106	16.9	30.7	123	19.7	35.6	4	6.4	1.2	233	37.2	67.4
Juab	49	12.4	55.5	36	9.1	40.8	0	0.0	0.0	85	21.5	96.3
Kane	29	22.1	46.5	17	13.0	27.3	0	0.0	0.0	46	35.1	73.8
Millard	110	25.0	86.2	59	13.4	46.2	2	4.5	1.6	171	38.8	134.0
Morgan	29	22.8	40.2	13	10.2	18.0	1	7.9	1.4	43	33.8	59.7
Piute	3	9.2	21.3	3	9.2	21.3	0	0.0	0.0	6	18.3	42.7
Rich	8	18.4	40.4	8	18.4	40.4	1	23.0	5.1	17	39.0	85.9
Salt Lake	1,786	22.4	19.3	1,014	12.7	11.0	17	2.1	0.2	2,817	35.3	30.5
San Juan	20	7.5	14.0	25	9.4	17.5	3	11.3	2.1	48	18.1	33.6
Sanpete	37	16.1	15.7	30	13.1	12.7	6	26.2	2.5	73	31.8	31.0
Sevier	109	26.5	56.9	84	20.4	43.9	2	4.9	1.0	195	47.4	101.8
Summit	161	23.7	50.3	63	9.3	19.7	3	4.4	0.9	227	33.4	71.0
Tooele	92	11.3	20.2	66	8.1	14.5	7	8.6	1.5	165	20.3	36.2
Uintah	33	11.3	12.5	30	10.3	11.4	4	13.7	1.5	67	23.0	25.4
Utah	465	13.9	11.9	333	9.9	8.5	6	1.8	0.2	804	24.0	20.6
Wasatch	92	34.7	55.4	45	17.0	27.1	4	15.1	2.4	141	53.2	84.9
Washington	83	8.6	8.4	85	8.8	8.6	4	4.1	0.4	172	17.7	17.4
Wayne	14	33.0	54.2	12	28.2	46.4	0	0.0	0.0	26	61.2	100.6
Weber	315	19.8	15.8	174	10.9	8.7	7	4.4	0.4	496	31.1	24.8
Statewide	4,378	19.2	18.9	2,770	12.1	11.9	86	3.8	0.4	7,234	31.7	31.2

# Drivers Involved in Speed-Related Crashes

The largest proportion of total speed-related crashes and injury crashes involved drivers in the 15 to 19 year old group for both males (22.94%) and females (26.33%) (Table 8.03). However, the largest proportion of fatal speed-related crashes for females included both 15-19 and 20-24 year old age group (25.0%) Fatal speed-related crashes for males were highest in the 15-19 year old group (20.0%).

Table 8.03 Gender and Age of Drivers Involved in Speed-Related (S-R) Crashes, Utah 2002

Age	S-R Property Damage Only Crashes				S-R Injury Crashes				S-R Fatal Crashes				S-R Total Crashes			
	Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<15	5	0.14%	4	0.23%	10	0.79%	6	0.84%	0	0.00%	0	0.00%	15	0.31%	10	0.40%
15 - 19	833	23.22%	482	27.54%	281	22.25%	168	23.40%	10	20.00%	2	25.00%	1124	22.94%	652	26.33%
20 - 24	801	22.33%	407	23.26%	284	22.49%	177	24.65%	8	16.00%	2	25.00%	1093	22.31%	586	23.67%
25 - 29	488	13.60%	200	11.43%	163	12.91%	77	10.72%	5	10.00%	1	12.50%	656	13.39%	278	11.23%
30 - 34	375	10.45%	150	8.57%	117	9.26%	67	9.33%	3	6.00%	1	12.50%	495	10.10%	218	8.80%
35 - 39	232	6.47%	118	6.74%	84	6.65%	41	5.71%	4	8.00%	0	0.00%	320	6.53%	159	6.42%
40 - 44	230	6.41%	124	7.09%	69	5.46%	48	6.69%	3	6.00%	1	12.50%	302	6.16%	173	6.99%
45 - 49	170	4.74%	90	5.14%	64	5.07%	36	5.01%	5	10.00%	0	0.00%	239	4.88%	126	5.09%
50 - 54	143	3.99%	67	3.83%	57	4.51%	33	4.60%	1	2.00%	0	0.00%	201	4.10%	100	4.04%
55 - 59	112	3.12%	44	2.51%	39	3.09%	27	3.76%	5	10.00%	1	12.50%	156	3.18%	72	2.91%
60 - 64	75	2.09%	24	1.37%	25	1.98%	15	2.09%	1	2.00%	0	0.00%	101	2.06%	39	1.58%
65 - 69	47	1.31%	11	0.63%	30	2.38%	5	0.70%	3	6.00%	0	0.00%	80	1.63%	16	0.65%
70 - 74	27	0.75%	11	0.63%	8	0.63%	4	0.56%	2	4.00%	0	0.00%	37	0.76%	15	0.61%
75 - 79	14	0.39%	8	0.46%	15	1.19%	9	1.25%	0	0.00%	0	0.00%	29	0.59%	17	0.69%
80 - 84	12	0.33%	2	0.11%	5	0.40%	1	0.14%	0	0.00%	0	0.00%	17	0.35%	3	0.12%
85 +	7	0.20%	2	0.11%	3	0.24%	2	0.28%	0	0.00%	0	0.00%	10	0.20%	4	0.16%
Missing	16	0.45%	6	0.34%	9	0.71%	2	0.28%	0	0.00%	0	0.00%	25	0.51%	8	0.32%
Grand Total	3,587	100.00%	1,750	100.00%	1,263	100.00%	718	100.00%	50	100.00%	8	100.00%	4,900	100.00%	2,476	100.00%

\*Note: More than one driver may be speeding in a speed-related crash.

# Speed-Related Crash Participants Injury Severity

Over one-quarter (26%) of speed-related crash participants were injured (Figure 8.04) compared to 21.9% of all motor vehicle crash participants (see Figure 2.03). The percentage of speed-related crash participant fatalities (1%) was higher than the percentage for all motor vehicle crash participants (0.2%).

Figure 8.04 Speed-Related Crash Participants Injury Severity as Reported by Police, Utah 2002 (n=17,138)

